

THE MEDINA SENTINEL

Entered at the post office at Medina, Ohio, as second class mail matter, Oct. 13, 1888.

Office in the Sentinel Building, North Court Street, opposite The American.

MRS. JAMES LONG, Publisher

GEORGE M. DENTON, Editor and Manager

Medina County's only Democratic Newspaper.

Subscription rates.
One year \$1.00 3 months .50
6 months .25 Single copy .05

AGAIN THE AX IS PUT TO TAX, THIS TIME IT'S PAULDING COUNTY

Here is another plain story of facts and figures and the figures tell the facts:

PAULDING COUNTY TAX STATISTICS.

Duplicate, 1913	\$34,933.310	
Total tax, 1913	349,256	
Average rate for county, 1913	9.998 mills	
Duplicate, 1914	\$36,454.433	
Increase in duplicate, 1914	1,521,123	
Total tax, 1914	258,607	
Average rate for county, 1914	7.094 mills	
Rate reduced 1914 over 1913	2.904 mills	
Reduction in taxes, 1914 over 1913	\$90,649	

Possible only under the efficient operation of the Warnes law, which at one blow removed more than half the state levy. The local levies in Paulding county were treated in similar manner, and the local taxpayer saves \$2.90 on every thousand dollars of valuation.

"FOOLISH TRADING"

As producers and builders, the American people excel all previous civilization and we are a present-day marvel in business efficiency but in dealing with foreign countries we are a sorry lot of traders. Ever since Wm. Penn traded the Indians a handful of trinkets for what is now the state of Pennsylvania, the American people have been selling their birthright to foreigners for a mess of pottage, so to speak.

We export over \$50,000,000 of cattle and their products per annum, which feeds the nations of Europe, and our American heiresses spend a similar sum in buying and maintaining counts, dukes and titled peerages. These foreign noblemen are, as a rule, absolutely worthless—in fact become a perpetual liability—for it costs more money to operate and keep them in repair than it does to run our cotton mills. European royalty puts the black sheep of its families on the block and our rich American girls buy them and we virtually exchange railroads, wheat fields, and millions of dollars' worth of products of farm, mine and factory for titled paupers who could not be resold for any sum.

We export \$18,000,000 of lumber and timber, and American tourists spend a similar amount in motoring over Europe and sight-seeing in foreign lands although the most enchanting scenes of the world are on the American continent.

It needs only common sense in the homes of the rich to stop this enormous loss.

With the schools of Ohio about to begin operations for the first time under the provisions of the new school code, there is considerable comment in the papers of the state and throughout the states of the Union.

The program of progress in the line of school endeavor has met with opposition, just as have all other matters, which have upset the old order of things, but with the demonstration of efficiency and business-like conduct new friends are being won every day.

Until Ohio joined the ranks of progressive states there were just two states in the Union that did not have school supervision in some form or other, and the other state was Arkansas. Now, in a brief period of time, Ohio has taken the lead of all the states in legislation and plans for the betterment of schools, and especially the betterment of the rural schools, where conditions have not always been as good as they should have been.

A great deal of the opposition to the advance in education in Ohio has been partisan and political. It is, therefore, pleasing when praise comes from quarters least expected.

The following appeared in a recent issue of the Urbana Daily Citizen, Republican, published at Urbana, O., under the head of "Better Rural Schools."

"Since the days of William McGuffey, a professor in Miami university, who wrote the famous series of readers, and of Horace Mann, who showed the importance of training for teachers for their profession, Ohio has stood high in her influence in educational matters. Unfortunately the development of her own educational system has been one-sided. It emphasized the betterment of city schools and neglected equal opportunities for the rural schools. At last this one-sided condition has been remedied. The new school law deals almost entirely with the betterment of the rural schools. Among the important features are efficient school administration and supervision, standardization of schools, so that admission into higher schools may be obtained without examination, improvement of rural schools through the encouragement of state aid, and professional training of teachers. These provisions as worked out in detail in the new law, combine the best experience of a number of progressive men. The most encouraging feature of the whole matter lies in the state.

County boards composed of intelligent and disinterested non-political members, for the most part, have been appointed. These boards have elected county superintendents very generally on the merit of the candidates, without political bias. The counties are being divided into districts which will best serve the educational needs of the various communities. There is a disposition to elect as supervisors of these districts the best men available. The abolishment of the final examination in the eighth grade and the standardizing of the school instead will materially strengthen the rural school. The teacher will not feel obliged to spend so much time upon reviewing for this examination. The teachers have responded splendidly to the new requirements for professional training. During the past summer, over twelve thousand teachers have been in attendance in summer schools in the state. A great many of these students are teachers in the rural schools, who have for the first time in their lives attended a higher institution of learning. They have gained much during their short stay in the summer term. The schools where they will teach will also gain much, for these teachers can not fail to take back with them ideas and experiences that will be helpful in their school work. Not only has the state been fully awakened educationally, but the influence of this forward step of Ohio has been extended into other states. Copies of the new law and the surveys that lead up to it are in great demand in other states. Favorable comments may be seen in all the educational papers and magazines of the country. On the whole, Ohio may be warmly congratulated not only for helping herself, but also for showing the way by which other states may help themselves."

BECK PUPILS' RECITAL

Pupils' piano recital was held in the Methodist church last Saturday afternoon at which time twelve of John Beck's piano students participated in a very interesting program. Mr. Fred Adams as soloist rendered the beautiful "On Thou Sublime Sweet Evening Star on the cello. At the close of the program Mrs. Beck read a short biography of Beethoven, after which Miss Ruth Wright played one of her selections, "Beethoven's Farewell to the Piano." All the pupils did exceptionally well and their work reflected credit upon the diligence of their instructor. After the recital 25 students of Mr. Beck, both organ and piano, were entertained at his apartments in the Broadway Black. Mr. Leo Bartunek, an organ student of Mr. Beck's, played two beautiful selections, after which light refreshments were served.

Good Roads

Jesse Taylor, President of the Ohio Good Roads Federation, and the man who put "better" in "Better Roads," took a rap at that part of the platform of the Republican Party which relates to the question and seeks to destroy all the present plans for state construction of main market roads, state co-operation and supervision of the construction of inter-county highways and state maintenance of main market roads and inter-county highways. In part, Mr. Taylor said:

"Several years ago the Ohio Good Roads Federation, an organization composed of men who had nothing to sell which enters into the construction and maintenance of public roads, inaugurated a state-wide campaign for road improvement in Ohio, and the Ohio Good Roads Federation is now one of the most powerful organizations of this state and is a State Division of the National Highways Association.

The present laws which govern the operation of the State Highway Department and provide for the construction of main market roads and inter-county highways were prepared by the Federation, proposed to the General Assembly and enacted into laws. To follow the suggestion of the last plank in the Republican State Platform, which must have emanated in the mind of some radical reactionary or a demagogue, would but be to repeal the splendid highways laws of our State and set road building back; abolish the State Highway Department would be to abandon all present plans for the construction and maintenance of a splendid State System of main market roads and inter-county highways.

The Ohio Good Roads Federation stands for National highways. The National Government should construct a system of National Highways embracing those roads which are now, or will come to be, inter-state in character. Such National Highways will supplement the State Highways by connecting the systems of adjoining states. These should be built and maintained by the National Government.

Each state should construct a system of state highways embracing main market roads and inter-county highways and thus bind together all portions of the State. These state highways will supplement the county road by connecting the system of adjoining counties. These state highways should be constructed under the supervision of the State Highway Department, paid for by the state and the counties and maintained by the state out of moneys derived from the tax on automobiles.

Each county should construct a system of county roads connecting with the main market and inter-county highways and thus bind together all parts of the counties. These county roads will act as feeders for the main market and inter-county highways and should be built and maintained by the counties.

Each township should construct its system of local roads as feeders to the county roads. Due to their light traffic, their cost of maintenance will not be a great burden on the townships.

All attempts to build roads by first building local roads have failed, and not until trunk lines were constructed was there any material advance in railroad building. The construction of a main market or inter-county highway always brings a desire for, and building of, local connecting roads as feeders. Otherwise there is no desire or reason for the existence of local feeders, except the accommodation of the people who live along them and as community roads. In railroad construction all the branch lines were built after the trunk lines were established. It must be the same with wagon roads. While discrimination as between districts is neither wise nor fair, nevertheless if any should be favored it is our farm and rural districts. They need roads more than urban centers; and, what is more, they need help to build them. They cannot of themselves furnish the needed funds. How can they get the roads they must have? This question was answered by the present General Assembly of Ohio in the enactment of the half mill levy, which is being so well expended under the supervision of our State Highway Department. To change our present plan to annually expend the three million dollars which is derived from the half mill road levy, by following the suggestion of the Republican Platform to abolish the State Highway Department would be to divert much of the three million dollars into corruption, graft and politics, and not to put it into roads.

For the National Government to construct a system of National Highways, which, of course, will be some of the heavy traffic, main trunk lines, will be to relieve the states of their construction and maintenance. Thus

relieved, the states can, without increase of present appropriations, build more miles than now of the state main market roads and inter-county highways.

To continue our present State Highway Department and to construct, under supervision of that Department, heavy traffic roads, such as our main market and inter-county highways, through the several counties, will relieve the counties of one-half the cost of their construction and the total cost of their future maintenance. Thus relieved, the counties can, without increased of present appropriations, build more miles of county road and thereby still further reach out into the more remote farming districts. To construct such a system of county roads, which will be heavy traffic roads through the townships of the county, will relieve the townships of a heavy portion of the cost of construction and the cost of maintenance, and therefore thus, relieved, the townships can, without increase of present appropriations, build more miles than now of their lighter traffic roads and thereby reach all of the farming districts laying farther out from their towns and railway stations. By this four-fold system of roads, there will be an impetus, as never thought of, given to road building throughout Ohio and the entire nation. Authority and responsibility will be divided, fixed without conflict arising, and the people will know to whom to give the praise for improved roads and upon whom to place the blame and responsibility for bad roads. Uniformity and efficiency will be established. Standards of construction and maintenance will be raised. Every locality of the state will be given "Good Roads Everywhere" by a well balanced, connected system of main market roads, inter-county highways, county and township roads reaching out to the most remote parts of the State.

To abolish or interfere with the present laws governing the operation of our State Highway Department will be to abandon these splendid plans and to remain in the mud. To sustain them will be to give to Ohio a splendid system of "Good Roads Everywhere" and with the utmost economy. The money will get into roads, where it belongs, and the cost will be equally distributed upon those communities best able to bear the burden. In other words, the farmer will get what he needs and what he wants—a good road to the nearest market town and railway station. The city dweller will get what he needs and must have—a system of roads to permit him to go from any point in the state to any other point in the state. We cannot hope for this from the reactionary position of the Platform of the Republican Party, and all voters of Ohio who permit themselves to be deceived by any plan to upset our efficient State Highway Department will contribute to the abolishment of state construction and maintenance of main market roads, and state aid to the counties in the construction of inter-county highways. It will simply mean to wait in the mud for roads so vital to the well being of the people of the state and for the roads to which we are all entitled.

THE CHURCHES

Methodist Episcopal Church

Sunday, Sept. 13—10:30 a. m., Preaching service; Rev. J. B. Jones of the Methodist Children's Home for Ohio will speak; 11:30 a. m., Sunday school, D. R. Pelton, Supt.; 7 p. m., Epworth League service, Howard Stanley, leader; topic, "The Choice of a Life Profession;" 7 p. m., Class meeting service; a service of religious conversation led by the pastor; you are welcome; 8 p. m., Preaching service, "The Presence of the God of Peace."

Congregational Church

Services will be held in the Princess Theater until the church is ready for use. Morning worship at 10; sermon, "A call to Whole-hearted Service." Sunday school after the morning service. Evening service at 8; subject, "The War in Europe." H. Samuel Fritsch, pastor.

First Baptist Church

Sunday, Sept. 13—10:30 a. m., Morning worship, Subject, "Two Masters;" 11:45 a. m., Bible school; 7 p. m., Young people's service; 8 p. m., People's service, subject, "A Thirsty World and Its Supply." S. F. Dimmock, Minister.

St. Paul's Episcopal Church

Sunday, Sept. 13—Morning prayer and sermon at 10:30; Sunday school at close of service; evening service and sermon at 8 o'clock, eastern time.

Mrs. O. D. Chapin entertained at tea Thursday afternoon in honor of Miss Josephine Steinhoff of Oberlin.

Peaches Peaches Peaches Sugar Sugar Sugar

SURE THEY BELONG TOGETHER.
AND WE WILL FURNISH BOTH
AT AS LOW A MARGIN AS POSSIBLE. ASK US FOR THE PRICES
AND USE YOUR OWN JUDGEMENT IN PURCHASING.

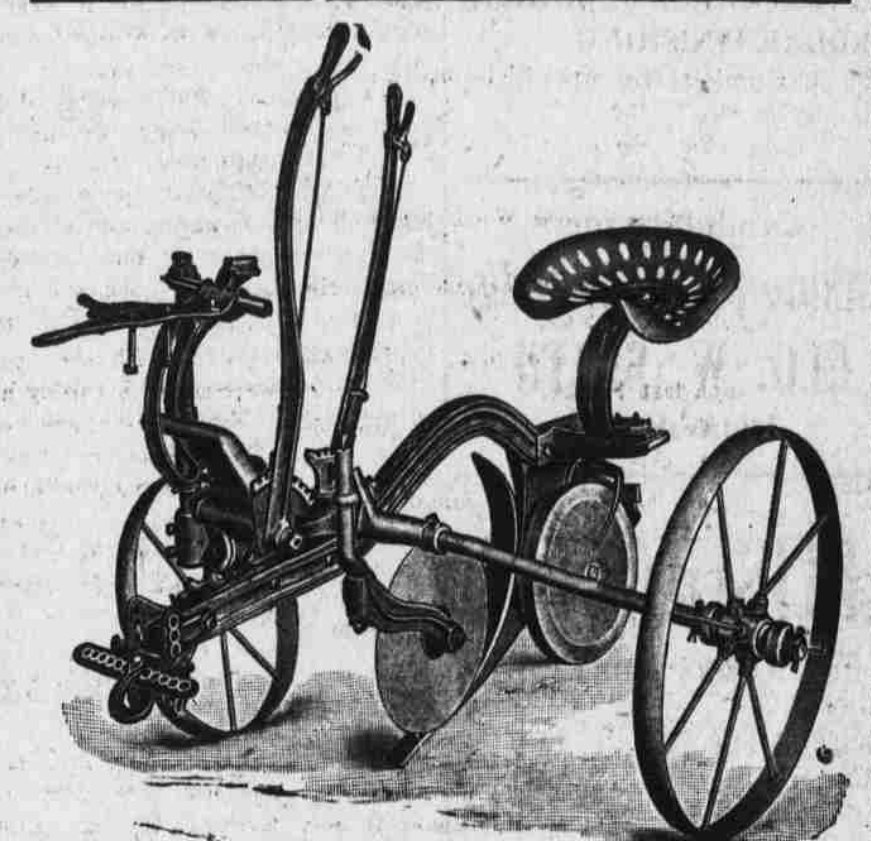
REMEMBER QUALITY COUNTS

Foote and Hartman

Telephone 2047

West Side Square

It Compels The Admiration of All



**The Choice of
The Man Who Knows**
Please note the rolling caster wheel which takes the place of a landside and which removes the friction thus making no more draft than a walking plow. One share on the No. 14 will out last four walking plows shares.

It holds to the ground at all times, especially in dry weather. May be used with or without tongue. The turning and scouring qualities of the Oliver Plow bases are unequaled.

Come in now and let us tell you all about this interesting member of the Oliver Plow Family. See our exhibit of Oliver Plows, Cultivators, Corn Planters and Spreaders at the Fair Sept. 15, 16 and 17.

A. Munson & Son.

OBITUARY

Died, in Elyria, Ohio, Aug. 25, 1914, Mrs. Mary Campbell Bullard, aged 88 years, 5 months and two days. She was born March 23, 1826; married to B. L. Bullard, Jan. 25, 1852.

Her father, Chester Boise, and mother, Roxie Anna Todd, were married at Homer, N. Y., April 21, 1813. Her father enlisted in the war of 1812 and served two years. Her mother was the first white child born in Homer (now Cortland), N. Y., and her grand-mother, Lurina Todd, helped to raise the first log house built in the seat of the county. Her grandfather, Samuel Boise, served under Gen. Warren, was wounded by a Hessian bayonet at Bunker Hill; but he killed the Hessian.

The death of Mrs. Bullard removes another of the older class of pioneers of the Western Reserve. Only a few remain. And only a few will appreciate the world's condition at her birth and at her death. Since her birth the mutations of time have made inconceivable changes. Mrs. Bullard saw the first steamboat that ever sailed the lakes—the "Walk-in-the-Water," built at Black Rock, N. Y., in 1818. She saw the first railroad ever built west of New York—the Sandusky, Mansfield & Newark, now part of the Baltimore & Ohio System. She saw the first postage stamp, the first friction match, the first telegraph, the first electric light—but why attempt to enumerate? Since the creation of the world more has been made, accomplished, since 1826, than in all the years before.

The deceased came with her father's family to York in 1837. She was then a child of 11 years. They

settled on a farm half a mile from the center, on the Medina road. Only three "clearings" were made between there and Medina. There she grew to womanhood and there she married. She lived most of her life in Medina county. Of a family of ten children, she and I were all that remained, She 88 and I 90.

She was a kind neighbor, a consistent Christian, a good woman. Requiescat in Pace.

J. S. Boise

Flour Talk

When you want the best use

"FAIRCHILD'S BREAD FLOUR"

Our sales on this excellent

brand of flour have increased

wonderfully and we ask all to

give us a sample order of 24½ lbs.

which we will deliver and if not

satisfactory will call and get the

unused portion and refund the

price.

Remember FAIRCHILD'S FLOUR

Edwards' Grocery